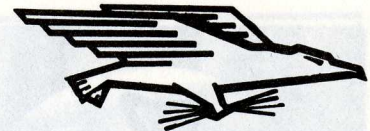


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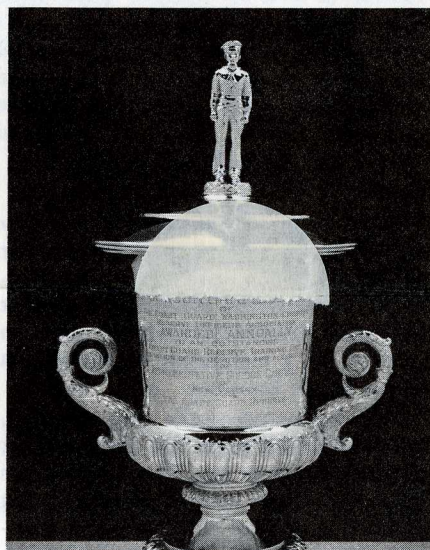
ORTUAG 03-83226 WINS CANFIELD AWARD

The Coast Guard, Washington, D.C. Chapter of the Reserve Officers Association has announced that it has selected ORTUAG 03-83226, Fort Schuyler, New York as the winner of the Gordon Canfield Trophy for Fiscal Year 1969.

The Gordon Canfield Trophy is presented by the ROA in recognition of the contributions of the Honorable Gordon Canfield, a former Congressman from New Jersey whose personal efforts were so instrumental in the establishment of the Coast Guard Reserve.

The winning unit was selected on the basis of its performance in attendance, enlisted advancements based on servicewide examinations, completion of correspondence courses, and reenlistments. In addition to the statistical criteria, the ROA Chapter considered the non-required accomplishments of the unit which they believed best exemplified the citizen-soldier concept and help to further the overall objectives of the Coast Guard and its Reserve.

ORTUAG 03-83226 is commanded by LCDR George T. VOGEL. LCDR VOGEL was recently awarded the Coast



The Gordon Canfield Trophy

Guard Achievement Medal for his outstanding service while commanding ORTUPS 03-82231 and ORTUAG 03-83226. Between 19 July 1965 to the present LCDR VOGEL's former unit (ORTUPS 03-82231) received the Gordon Canfield Trophy for 1967 and

the District Commander's Award for the best ORTUPS in 1967 and 1968. Under LCDR VOGEL's command, ORTUAG 03-83226 rose from thirteenth place in relative District standing to become the winner of the District Award and the Commandant Award for the best ORTUAG in 1969 as well as winner of the Gordon Canfield Trophy for 1969.

Presentation of the Trophy to the unit will take place in a ceremony to be held at a later date. The winning unit will have possession of the trophy for a period of time until it is presented to next year's winner. The winner also receives a permanent plaque and a guidon streamer.

Runner-up for the Canfield Award was ORTUAG 08-83558, New Orleans, Louisiana, commanded by LCDR N. E. HANSEN. Honorable mention went to ORTUPS 07-82500, Tallahassee, Florida, commanded by LCDR W. S. SONNTAG. The runner-up will receive a plaque commemorating their selection and the unit receiving honorable mention will receive a certificate from the ROA.



Know Your Leader

William James EDWARDS entered the world on the first day of November in 1921. He received his commission in the U.S. Coast Guard Reserve in November of 1943, and in November of 1968 he was promoted to the rank of Captain. He is now Chief, Reserve Division, Eighth Coast Guard District.

Captain EDWARDS attended elementary and high schools in the town of his birth, Douglas, Arizona. He graduated from Douglas High School in 1939. After graduation, he took a job as a salesman.

The War called, and William EDWARDS became Apprentice Seaman EDWARDS in 1942. He was subsequently promoted to the rate of QM2, and served aboard the USS SWIFT-SURE. He entered OCS in 1943, and was commissioned in November of that year.

As an Officer, his first assignment was abroad the USS PRUDENT (PG-96) as First Lieutenant. He then was transferred to the USS LCI(L) 349 as Executive Officer. At the conclusion of the war he returned to civilian life as a salesman for Standard Oil of California. He later became Vice-President of a furniture company, and still later, co-owner of another furniture company.

In 1951, then LTJG EDWARDS was recalled to active duty. He served as Executive Officer of the Port Security Unit in San Pedro, California for three years.

From California, then LT EDWARDS moved to Cleveland, Ohio to serve as Training Officer in Reserve Division, Ninth Coast Guard District. His tour in Ninth Coast Guard District (r) lasted five years, during which time he was promoted to the rank of LCDR. As LCDR, William EDWARDS served in the Eighth Coast Guard District (r) as Assistant Director for three years.

In 1962 then LCDR EDWARDS moved to Boston to serve as Executive Officer of COTP. While in Boston, he became CDR EDWARDS.

A Headquarters assignment was next for then CDR EDWARDS. In fact, he served two Headquarters assignments; one as Chief, Reserve Programs Division and one as Chief, Reserve Administration Division. While serving in the latter post he was promoted to his present rank of Captain. He assumed his present assignment in July of 1969.

He received a Commandant's letter of Commendation in 1959, and wears the following medals: American Defense, Asiatic-Pacific with two battle stars, European Theater, World War II Victory, the National Defense Service Medal with one star, and the Armed Services Reserve Medal.

Captain EDWARDS and his wife have one daughter, Susan who graduated from college in June 1970.

UNIMAK ASSISTS IN SAR CASE

On 1 April 1970, while underway on a Reserve Training Cruise for ORTUAG personnel, the USCGC UNIMAK was diverted to assist the Cypriot freighter VASSILIKI which had run aground on a reef north of Mayaguana Island in the Bahamas.

Arriving on scene the next morning, the UNIMAK stood by the freighter awaiting a salvage tug. The UNIMAK's small boats were used to remove all but five of the crew of thirty-two and transport them to the freighter SOPHIA which had also arrived on scene to render assistance. Following the arrival of a salvage tug on Friday morning, the UNIMAK continued on her training cruise to Kingston Jamaica.

Although this was a rather routine SAR case, it provided some reservists with unexpected training and should serve to point out how quickly training can become "the real thing."

Coast Guard History Corner

Extracted from a series of articles written by LCDR J. G. HEYDEN-REICH, USCG and published in the CG Academy Alumni Association Bulletin.

During the Revolutionary War, smuggling was considered to be a very patriotic occupation, since it helped to overcome the British forces. Unfortunately, after the war, many of those who had taken up smuggling for patriotism continued it for profit. In July 1789, faced with a mounting financial crisis in the young and struggling nation, Secretary of the Treasury, Alexander Hamilton called for the enactment of legislation to prevent smuggling. Congress initially approved the requirements to prevent smuggling, but would not appropriate funds. It was not until 4 August 1790 that the Congress finally approved the establishment of a "system of boats, not to exceed ten to be employed for the protection of the revenue."

Following the establishment of the new service, Hopley Yeaton was assigned to supervise the construction, and to command when completed, the Revenue Cutter FERRET (later renamed SCAMMEL for Alexander Scammel, the Adjutant General of the Continental Army and the man in charge of the execution of Major John Andre—Benedict Arnold's co-conspirator). Yeaton was commissioned as a master of a "Cutter for the Protection of the Revenue" by President Washington on 21 March 1791. There was no established precedence list. However, there were no officers commissioned to this service prior to this date and Yeaton's name was the first on the list of recommendations; therefore, it can be safely said that he was the first officer commissioned into the service.

Yeaton served aboard the FERRET (SCAMMEL) from the time she was put in service until 1797 when she was sold. Following the sale of the SCAMMEL, Yeaton was assigned to SCAMMEL II for a short time, and then to the GOVERNOR GILMAN. During the period from 1797 through 1809, many revenue cutters were built; some to replace deteriorating ones, some to replace those considered to be too small and some to replace those considered

to be too large. Hopley Yeaton served aboard several of these cutters.

On 30 April 1798, Congress established the Department of the Navy. As a side effect to this act, the officers of the Revenue Cutter Service received naval ranks; Masters were now ranked as Captains, and Mates were titled Lieutenants.

Revenue Cutters, from this early date were designated to cooperate with the Navy whenever the President directed. Revenue cutters were assigned to Commodore Barry's squadron, sailed with the USS CONSTITUTION (Old Ironsides) on her maiden voyage and during 1799 served in the Mediterranean Sea to protect American shipping interests from the attacks of the French pirates. This last action is the early foundation of the "Coast Guard" carrying out its assigned duties at great distances from the actual "coast" of the United States.

In 1808, in spite of the hard pressed struggle of the Revenue Cutters, smuggling along the extreme north east Maine coast had become very intense and passed the point where it could be effectively countered with one cutter. The cutter NEW HAMPSHIRE was dispatched from New London as was another cutter from New Hampshire. Even tripling the cutter force could not stem the tide of smuggling. President Jefferson was forced to take a drastic and unique step. He ordered the USS WASP, commanded by Stephen Decatur and two other U.S. Navy ships to the area to assist the hard pressed Revenue Cutters.

Yeaton, 70 years old and in failing health resigned from the R.C.S. on 31 December 1809. His last significant contribution to his country was his strong recommendation that lead to the construction of West Quoddy Head Light Station, the easternmost point in United States. Retired, ill and without income, Yeaton applied for a pension. Unfortunately, Congress could discover "no right . . . to grant . . . the money of the nation to any individual, no matter how meritorious his conduct. . . ."

Hopley Yeaton died on 12 May 1812 at the age of 73, having spent the better part of his life at sea in the service of his country. He is buried in Lubec, Maine in a grave that remained almost completely unknown until a suitable marker was erected in 1924 by the Daughters of the American Revolution.

It was not until 1927 that the Coast Guard took recognition of Yeaton's

service by naming one of the class of 125' patrol craft for him. The CGC YEATON was decommissioned in 1969, after 42 years of service, almost twenty years more than Yeaton served himself. There are no plans to name another cutter for this patriotic American who gave so much of his life to his country.

Coast Guard History questions:

1. Which of the following Coast Guard Cutters was the service's last cable layer (WARC):
 - a. TALLAPOOSA
 - b. YAMACRAW
 - c. WINNEBAGO
2. The Coast Guard was instrumental in extinguishing a serious and almost catastrophic fire aboard which of the following ships:
 - a. EL ESTERO
 - b. ALVA CAPE
 - c. EMPRESS BAY

Regular Coast Guard Vacancies

At the present time the Regular Coast Guard is in need of experienced petty officers to fill existing vacancies in certain specialties. Accordingly, CG Reserve Petty Officers, as well as former Coast Guard and Navy Regular and Reserve Petty Officers who are eligible may be accepted for Regular enlistment or reenlistment in the following ratings:

PAY GRADE E-6
QM RD FT ET ETN
EN EM

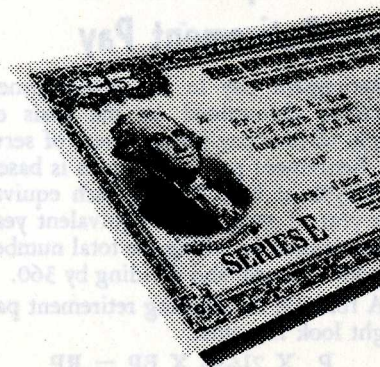
PAY GRADE E-5
BM QM RD FT ET ETN
EN EM RM BT YN
SK MM DC MST* AD AT

PAY GRADE E-4
BM QM RD FT ET ETN
EN EM RM BT YN
SK MM DC MST* DT AD AT

* Including former AGs, and SOs with Oceanographic training/experience

Reservists are encouraged to "pass the word" about these vacancies to any former petty officers who they feel may be interested in reenlisting. For further information, contact your nearest Coast Guard Recruiting Office.

VOTE



Take stock in America
Buy U.S. Savings Bonds & Freedom Shares

MONEY

An investment in Savings bonds is a good investment in the future of our country. Furthermore, and probably of more importance to each of you as an individual, is the personal benefit that can be derived from this program.

An investment of \$18.75 each month will result in a savings nest egg of \$300 (at maturity) for each year you stay in the program. \$18.75 a month is really not a lot of money. That amount could be nickled and dimed away without a whole lot of trouble, so wouldn't it be better to invest it in savings bonds?

This program is a good investment. No one at your unit will come to you and try to make you join. If you want to, you must initiate action. DO IT NOW! The longer you wait, the less money you will have at the end of the year.

Enlisted Service Records

Along with the move of Coast Guard Headquarters to its new location, the service records for all inactive enlisted reservists were moved from Enlisted Personnel Division (PE) to Reserve Administration Division (RA). Accordingly, an organizational change for RA has been approved. Since it will be some time before all Coast Guard directives pertaining to service records are amended to reflect this change, administrative personnel must remain alert to insure that correspondence relating to inactive reservists' service records is routed to the Commandant (RA). Those directives calling for the forwarding of service record material to Headquarters should be annotated to indicate this change.

Computation of Retirement Pay

Retirement pay in the *active* armed forces is determined on the basis of 2½% of base pay for each year of service. Retirement pay for reserves is based on 2½% of base pay for each equivalent year of service. An equivalent year is determined by taking the total number of points earned, and dividing by 360.

A formula for figuring retirement pay might look like this:

$$\frac{P}{360} \times 2\frac{1}{2}\% \times BP = RP$$

P = total number of retirement points earned.

BP = base pay (including longevity) at the time of retirement.

RP = retirement pay.

The legal basis for retirement pay can be found in U.S. Code, sections 1331-1337 (Public Law 810).

SA/FA SCHOOL

The Reserve Inactive Duty and Active Duty Training Programs are oriented toward training personnel to fulfill the requirements of the service's mission. Advancement in rate, initially to E-4 and ultimately higher is vital to meet this requirement. If the Reserve rate structure contains a large number of E-2s, the Petty Officer training program is disrupted and petty officer schools are required to gear their training to less qualified students.

In August 1969, the Commander, Seventh Coast Guard District (r) conducted a pilot training program designed to provide additional training for E-2s to facilitate their advancement to E-3—the basic starting point for advancement to a petty officer rating.

The marked success of this course (See RESERVIST, Nov. 1969) prompted the Office of Reserve to develop a series of SA/FA courses as part of the summer school training at RTC Yorktown and WDRSTS Alameda. The first of these courses began on 7 June 1970. The course is geared to produce satisfactory completion of the required correspondence course (SN/FN), end of course examination, and all practical factors for advancement to E-3. It is essentially a two-week period of physical and mental exercise stressing the military and practical requirements of an E-3 in the Coast Guard Reserve.

Hard Work Yields Good Training



Coast Guard Reserve and Air Force personnel discussing food services at Offutt Air Force Base.

There are a number of problems associated with Reserve Training. One of these is a lack of facilities for certain types of training. Unit Commanding Officers can often find ways to overcome these shortages. An example of this was recently sent to Coast Guard Headquarters (RT).

ORTUAG 02-83131, Omaha, Nebraska, commanded by LCDR J. F. LUNDGREN, was faced with a lack of facilities for the practical-factor training of Commissarymen. CWO John W. JANCA searched for a way to give the men he was teaching something besides classroom work. When he contacted nearby Offutt Air Force Base, he met with very favorable response. First Lieutenant Earl S. BEBO, Food Service Officer at Offutt, quickly realized the dual potential of the suggested program. He had a shortage of men, and the Coast Guard Reserve had a shortage of equipment.

The program took about three months to work out. Much of the work had to be done on CWO JANCA's own time. He pointed out that there are many details to work out before the training can actually start. One of them is liability, which was no problem with the Air Force, but often is when a private kitchen or commercial facility is used. Parking was no problem either, but it too had to be checked out first. Numerous other small details were worked out, and the program got under way.

The Commissarymen still receive

about 60% of their training in the classroom. The unit is a weekend drilling unit, and therefore can spend the whole day at the Air Force Base when they go. This saves time otherwise spent in transit to and from the Air Force Base.

One of the key points of this interservice training program is that it affords the Coast Guard Commissarymen the opportunity to serve in a large mess. All in all, the program between the Coast Guard Reserve and Offutt Air Force Base has proved very successful.

Similar training programs can be established to fit a particular unit's needs with a little imagination and a lot of hard work, often perhaps on YOUR time. However, the results will usually justify the effort.



All services advance on their stomachs; and this training is aimed at keeping them filled.

Answers: 1—b, 2—all

The Coast Guard RESERVIST

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ADMIRAL C. R. BENDER
Commandant, U.S. Coast Guard

RADM J. D. McCUBBIN
Chief, Office of Reserve

ENS. R. C. BROWN
CWO H. M. KERN

Editors

All photographs are official Coast Guard material unless otherwise designated.

Members of the Coast Guard Reserve are invited to submit articles of interest to the Editor of RESERVIST for possible publication.